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THE HONGKONG DISPENSARY.

Hongkong, 24th March, 1908.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or unsigned communications should be accepted.
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DEATHS.
On March 17th, at Manila, CHARLES MCKEN-
DIE, late Chief Engineer China Navigation Co.'s
steamer Kiangye.
On March 18th, at Shanghai, ARTHUR SHERMAN,
aged 64 years.

HONGKONG OFFICE: 10A, DES VUEX ROAD, C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 24TH, 1908

STRANGELY late in the day, the question of the Japanese occupation of the Korea appears at last to be attracting some attention in the home papers; and some tardy sympathy is being expressed that an "old Empire"—as it is styled—should have to all intent and purposes, passed away. It was certainly remarkable that at the time when the Japanese took what every one recognised to be nothing less than possession of the country, scarcely a word was said by way of comment either in the Press or in diplomatic quarters. The event in fact was accepted as a matter of course and, hard as this may appear to be in some respects, it is scarcely to be wondered at when the antecedent facts are taken into due consideration. Everyone acquainted with the Korea has given the same story of the utter weakness and corruption of the Government, and of the hopelessness of any reform from within. Even writers like Mrs. Bismarck, who had an honest admiration for a certain side of the Korean character, could not help giving an account of the administration of the country which could leave no doubt in the mind of any impartial reader that Korea had sunk to a level of corruption and weakness compared with which China would appear a well governed nation. The idea of the Korea being protected by China, under whose suzerainty she nominally had long been, was really outside the range of

practical political consideration, before the treaty of Simonsoki, and the chance of her ever becoming reformed from within was generally recognised as equally improbable. It is not surprising therefore, that the Japanese should have treated Korea with somewhat scant ceremony when the necessity of carrying troops through her territory arose in connection with the recent war. Indeed it seemed to be accepted as a matter of course that the Korea should become the "Cook-pit" for the war, and that it would fall to whichever of the two belligerents happened to come off victor. Russia did not scruple openly to declare that the Korea must be Russian. The famous utterance of Kuropatkin on this point at the opening of the war will be well remembered. Japan was more reticent and wisely refrained from any statement of her ultimate designs, beyond foreshadowing that some kind of protectorate might be established by her—a course obviously necessary in face of the declared designs of Russia. It thus happened that at the close of the war it was generally accepted that Japan must do something to prevent the Korea continuing to be open to seizure by any Power who might have a fancy to do so; in all probability, at some future time by Russia, whose persistency in her aggressive policy abroad is only too well known. Few were therefore opposed to Japan taking up a strong position in the Korea when the war came to an end; nor was Japan altogether unwelcome in the Korea itself among the mass of the people, who hoped, not without reason, that her presence might be the means of improving the oppressive and corrupt regime under which they had long laboured.

The complaint, however, is now made that the Japanese have really broken faith with the Korea, and that, instead of merely establishing a temporary protectorate, they have virtually seized the Government of the country. This is set forth in a letter to the *Spectator* which was written ostensibly by two Koreans, whose signature it bears, but which would seem to have been carefully edited by some European well acquainted with diplomatic affairs. The case as put is a plausible one. The complaint made is undeniably true; but the reasons which may be taken to excuse, if not to justify, the action of Japan are entirely passed over. The Japanese may have been perfectly sincere in their promise that the independence of the Korea would be preserved. In common with many others they may have reasonably hoped that the Koreans would be governable by their own authorities and that with such aid a protectorate at most would be necessary. The course of events, however, made this absolutely impossible; and the only alternative was for Japan to take the management of affairs into her own hands. Whatever may be thought of some of the actions of the Japanese during the revolutionary period which ended in the overthrow of the old reigning Dynasty there can hardly be a doubt that this end must have been brought about in one way or another before long. In the words of the Comte de Vay de Naya, in an admirable resumé of the events which led up to this, which appears in a recent number of the *Revue des deux mondes*, "the ending of Korean independence was inevitable. Coming out victorious in her wars against neighbouring Powers, and enjoying in the Extreme East a supremacy which was certain; Japan was bound at any price to establish herself at Seoul. But, while accepting the event as in accordance with inevitable necessity, the world has asked whether the preparation of the coup d'état and of the voyages of the Minister of Foreign Affairs, the getting up of the abdication, at the cost of sanguinary risings, were not superfluous. Would it not have been more simple and more dignified for Japan to have taken possession of the Korea straightforwardly and without disguise?" Most people will agree with the Comte de Vay de Naya in this view of the subject. At the same time it is only fair to admit that such a course, frankly declared, might have been the subject of diplomatic objection; and that the only way to be certain of obtaining the acquiescence of the Powers was to at least make some show of giving the Koreans a last chance of reforming themselves before resorting to the extreme measure of taking over the government of the country.

The European mail via Siberia yesterday brought us advices dated up to Feb. 28th.

The English Mail of the 23rd February was delivered in London on the 21st inst.

Last week there were five plague cases, and another yesterday brings the total to 24. During the week 19 cases of smallpox were notified, a satisfactory reduction on previous numbers.

The Hongkong and Shanghai Bank has just put into circulation at Peking a series of banknotes of a new pattern and very artistically executed.

The annual athletic sports of the Hongkong Schools are to be held at the Happy Valley on the 27th April. A list of 24 events has been prepared and the heats are to be run off on April 25th.

The subscription lists for the New Seamen's Institute may be found at the Hongkong and Shanghai Bank, Messrs. Lane, Crawford and Co., Messrs. Kelly and Walsh, and Messrs. Falconer and Co.

Mr. H. H. J. Gompertz having gone to the Supreme Court as Pains Judge, Mr. F. A. Hasland has taken his seat in the First Court at the Magistracy and Mr. J. R. Wood has gone to the second court.

Infuenza accounted during the week ending Feb. 1st for 33 deaths in London. The next week there were 34, and in the next 84. In the week ending Feb. 22nd the number of deaths attributed directly to infuenza had risen to 136.

"We do not approve of the proposed name as a spit," say that Wandsworth Council, reporting on a proposal of the County Council to call a new Tooting thoroughfare "Perthshire-street," after Perth House, which formerly stood on the site.

The conspiracy case in which four Chinese are arraigned on charges of getting money by fraud from a contractor whom they conspired to join an imaginary company was continued at the Supreme Court yesterday before Sir F. Pigot, the Chief Justice, and again adjourned.

Last night there was a large and enthusiastic audience in the Theatre Royal in honour of the benefit performance of Miss Constance Lait. "Miss Hook of Holland," one of the best pieces in the present repertoire of the Bandmann Opera Company, was produced with great success. Miss Lait was the recipient of very flattering attentions.

The famous journalist, James Gordon Bennett, proprietor of the *New York Herald*, has reached Hongkong in his yacht "Lystrata," on board which there are also the Duc and Duchesse de Cambray and the Duc d'Enghien. The "Lystrata," a vessel of 2,000 tons, was built in Scotland.

The return of visitors to the City Hall Library and Museum for the week ending the 22nd March, 1908, shows that of non-Chinese there were 368 to the Library and 16 to the Museum and of Chinese 154 to the former and 3,252 to the latter. The Library was therefore used by 522 persons and the Museum by 4,412.

When a cart, Lee was engaged in executing an opium warrant at 34 Irving Street he found a Triad Society book in a basket belonging to a coolie. The coolie was brought before Mr. Hasland at the Magistracy yesterday charged with being a member of a Triad Society, namely the Sam Hop Wai. He was remanded for further inquiries.

Two Indians from the railway work in the New Territory were brought before Mr. Hasland at the Magistracy yesterday on a charge of absconding themselves from duty. Mr. Logan prosecuted, but the case was remanded in order that an Indian clerk might attend and interpret the agreement which the defendants signed.

It is reported from Lisbon that the Dowager Queen Maria Pia is suffering severely from a nervous disorder directly induced by the recent terrible tragedy. Her Majesty's condition is said to be very disquieting. Queen Maria Pia is a sister of the late King Humbert of Italy, and never completely recovered from the shock of his assassination. It is expected that Her Majesty will shortly leave for Rome, if her health permits.

The Chinese Consul-General at Johannesburg telegraphed to the Waiwapa that after careful consideration, the Transvaal Government has suspended the Asiatic Exclusion Law and accepted the proposals of the Chinese emigrants in that country. Such Chinese as have been recently arrested by the Transvaal Government, for refusal to register themselves under the finger print system, have been released at the Chinese Consul's request and the incident is regarded as closed.

Information was received at the Japanese Embassy at Washington that the Japanese schooner "Satsuma" had been wrecked near Yakutat Bay (Alaska). It was understood that the Embassy applied to the American Government for assistance, and that the matter was laid before a meeting of the Cabinet by Mr. Cortelyou, Secretary of the Treasury, who was empowered by the President to despatch the revenue cutter "Thetis" to the rescue. The "Thetis" was about 1,200 miles away from the wreck and had to coal, so she could not reach the castaways for ten days.

An extraordinary general meeting of Bruce, Peebles, and Co's shareholders was held in Edinburgh, for the purpose of considering resolutions to wind up the company. The balance-sheet submitted showed a net loss of £26,671. Mr. William Peebles presided over a crowded meeting, and the proceedings were marked with much excitement. Mr. Peebles stated that the company suffered from the need of working capital. He submitted a resolution to wind up the company voluntarily. A large number of questions were put with the view of eliciting information concerning a trust company which was formed in 1907 and took over securities of the company. There were many heated exchanges, one speaker characterised the balance-sheet as fearful, and another said the directors were unsatisfactory. The resolution to wind up was eventually carried.

Owing to the alteration in the sailing of the P. and O. s.s. "Nora" for Shanghai, the management of the Bandmann Opera Co. regret to announce that they will terminate their present season on Thursday, March 26th. The following will be the last three performances:—Tonight "A Runaway Girl." Tomorrow night the brilliantly successful opera bouffe "Les Merveilleuses" (The Lady Dandies) will be staged, and on Thursday, March 26th, will be the last and farewell performance which will be given in benefit of the popular soprano Miss Georgie Corless, whom she will appear as the merry widow in the play of that name.

The following decorations conferred on the occasion of the German Emperor's visit to England are gazetted:

Admiral Lord Charles Boreasford, Grand Cross of the Order of the Red Eagle.
Vice-Admiral Sir Hedworth Lampton, First Class of the order of the Red Eagle.
Captain Baker-Baker, Second Class of the Order of the Red Eagle.

Vice-Admiral C. G. Robinson, Superintendent of Portsmouth Dockyard, First Class of the Order of the Crown.
Commander Sir Charles Cress, aide-de-camp to his Royal Highness the Prince of Wales, Second Class of the Order of the Crown.

The death is announced from Kiel of His Excellency Dr. Johannes Friedrich August von Esmarch, the famous military surgeon. He was in his 86th year. Dr. von Esmarch had a most distinguished career. He will always be remembered as having introduced the antiseptic method of treatment into Germany, which he did after a visit to England in 1874, while his efforts on first-aid have a very wide circulation, one of them having been translated into 23 different languages. During the Franco-German campaign he was Surgeon-General, and his devotion in the field hospitals won him national fame. Since 1859 he had been Professor of Surgery at Kiel. Dr. von Esmarch married, in 1872, Princess Henriette of Schleswig-Holstein, an aunt of the present German Emperor.

The Hokkaido correspondent of the "Kobe Herald" states that a rather peculiar accident at Otaru, to the steamer Katsuga (3,300 tons gross) brought that vessel into Hokkaido on the 7th instant for repairs. Her cargo consisted principally of a number of American locomotives, for the Hokkaido Railway, and while a case of machinery parts weighing eight or nine tons was slung from the derrick, the mainmast crumpled close to the deck and slowly fell aft along it in a twisted mass, badly damaging a steam winch which it struck. The wooden top section was broken in several places. The case which proved too great a strain on the mast appears to have dropped gently back into the hold again, without, as far as is known, doing any particular harm, and considering everything, it seems miraculous that the results were not more serious. Some slight damage to deck houses was done, but no accident to limb or loss of life is reported. After rigging up temporary shear-legs as a substitute, the vessel will return to Otaru to complete her discharge.

Much amusement was caused in Collins-street, Melbourne, on Jan. 22, by the antics of an infatuated Chinese, evidently a sailor. A wind was blowing fresh, and the Chinese, who was wearing a light felt hat, was hurrying toward the west. A stronger gust than usual met him at the corner, and caught him unawares. He made an effort to stop his hat in its flight, but only succeeded in shaking it to the ground his pigtail, 6 ft long. At this moment a dog was caught by the buckle of his collar on to the extremity of the man's flowing pigtail. There was a sudden pull on the scalp of the Chinese, who found himself going backwards at a great rate. Not having seen the dog, he evidently thought someone was playing a prank on him. His indignation found expression with difficulty. "Hi, hi! Leggo, sterna, back'er, back'er," he screamed. This only increased the terror of the already frightened dog. Assistance was quickly forthcoming, and the prisoner was released; but no explanation would convince the Chinese that the affair was an accident.

Romance has entered the life of the splendid Maharajah of Kapurthala, according to a wondrous tale of the potentate and a beggar-maid told by "Le Journal," says the Paris correspondent of the "Telegraph." Some years ago the Maharajah, father, mother, and two little girls, lived at Malaga on the proceeds of a fried fish stall at a street corner. They went to Madrid to better themselves, and the two little girls learnt dancing. The "Hermanas Camelas" were tiny stars just beginning to sparkle on the musical stage in Madrid at the time of Alfonso XIII's wedding. For the latter ceremony the Maharajah of Kapurthala went to Madrid, saw the sisters, and was vanquished by the eldest. He carried her off, gave her a palace in Paris, and masters and mistresses to teach every accomplishment befitting a princess. The other day Anita Delgado that was, the little Spanish dancing girl, whose father kept a fried fish stall in the streets of Malaga, was married to the Indian Prince, and she is now her Highness the Maharajah of Kapurthala, and both are expected in Paris on their honeymoon.

THE "NATAL ACT" IN BRITISH COLUMBIA.

VICTORIA (B.C.), Feb. 25th.
The decision in the appeal against the ruling of the Chief Justice that the "Natal Act" did not apply to Japanese immigrants was given today. The Full Court upheld the Chief Justice's view.

Judge Clement considered that the action of the provinces constituted dilatory to the ride the decision of the Dominion authorities and forbade the observance of the terms of a treaty. It has been decided to refuse to permit 220 Hindus who arrived on board the steamer "Montague" to land.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

VISIT OF AMERICAN FLEET.

Tokyo, March 23rd.

The greatest satisfaction is manifested in Japan at the prospective visit of the American battleship fleet in November.

SHIPPING-DISASTER.

Tokyo, March 23rd.

The Nippon Yusen Kaisha's "Mut-su-maru" collided with the "Hideyoshi-maru" in the Tsugaru Strait. The former was sunk and ninety passengers and crew were drowned. The remainder were rescued by the "Hideyoshi-maru."

[REUTERS' SERVICE.]

THE CRUISE OF THE AMERICAN FLEET.

London, March 21st.

It is believed in Washington that the American fleet will visit Yokohama, and an invitation is expected from China, in which case Shanghai will be visited.

ORIENTALS IN CANADA.

London, March 21st.

In the Ottawa House of Commons; the Minister of the Interior stated that Japanese and Hindus will be treated alike, in regard to exclusion or deportation.

MUSICAL EVENING AT GOVERNMENT HOUSE.

Bright but informal was the first of the series of musical at homes arranged by Lady Lugard for last evening at Government House. The idea of Her Excellency was to draw musically inclined people closer together and to foster a love for high class music, and those who know Lady Lugard are conscious of the fact that success usually attends whatever she takes in hand. Therefore it goes without saying that last night's event is the forerunner of several pleasant evenings for those invited. The enjoyment of the guests was not restricted to the concert room, and cards were available in the billiard room while refreshments were also to be had. The ballroom was beautifully decorated for the occasion and the excellent programme arranged by Mr. Denman Fuller was thoroughly enjoyed. The first part of the programme embraced selections from Handel's works and the second part was devoted to M. de Lohé. Among those who took part were Mr. Denman Fuller, Madame Marty and Mrs. Murry (aria, with violin obligato); Mrs. Cosgrave and Mr. Denman Fuller (concerto, for two pianos), Rev. J. Beatty, R.N. (aria, "As the Bright Sun") and Mr. Frank Austin (song, "I'm a Roman"). A chorus of about fifty voices rendered several part songs.

DEATH OF MR. A. SHERMAN.

It is with deep regret that we have to record the death, at the age of fifty-four, of Mr. Arthur Sherman, an old and esteemed resident of Shanghai, who died at the General Hospital on March 18th. He had been in hospital for a period of three months, suffering from an attack of pleurisy, but had lately showed signs of recovery and his numerous friends in the Settlement had expected to see him fit and well at an early date. Early that morning, however, in turning over in bed a vessel of the heart was ruptured and he died peacefully in his sleep. Mr. Sherman came out to China about thirty-three years ago and joined the firm of Turner & Co. as test-taster. After several years' service with that firm, he became associated with the Hon. Robert Sherman, was senior partner, and later became one of the partners of Greaves and Co., whose firm name is now Geddes and Co., and about six years ago relinquished his interest in that business and became a shareholder. Mr. Sherman was always a keen sportsman. A cricketer himself, he always took great interest in the game, and was also an owner of racoonies and an old and prominent member of the Shanghai Race Club.—N.C. Daily News.

U. S. SHIP SUBSIDY BILL.

In the U. S. Senate on Feb. 24 Mr. Gallinger spoke strongly in favour of his Ship Subsidy Bill. Since Congress rejected last year a similar Bill it had become necessary, he said to despatch the mail to South America via Europe; one of the three American trans-Pacific lines had ceased to exist, and most disastrous of all, foreign steamers had been chartered to carry coal for the feet on the Pacific cruise. Mr. Gallinger pointed out that the United States spends less on mail subsidies than is paid by the British Government to the Peninsular and Oriental alone. In consequence of the weakness of the American marine the shipping interests at Liverpool and Hamburg were able practically to exclude it from the South American trade. It was the duty of the United States Government to put their merchant in a stronger position. Mr. Gallinger's Bill authorizes the payment to vessels of the second class on the routes to South America, the Philippines, Japan, China, and Australia at a rate not exceeding \$4 (16s.) a mile for the outward voyage—that is to say, the rate at present applicable to vessels of the first class. The Bill is likely to be closely contested, but with what result it would be at present rash to prophesy.

THE "TATSU MARU" AT HONGKONG.

CHINESE NAVAL SALUTE WIPES OUT INSULT TO JAPANESE FLAG.

The historic vessel which brought about such a critical condition of affairs between China and Japan is now lying off Wanchai, close to the German cruiser. She left Canton on Sunday morning and should have reached Hongkong about eleven o'clock the same night. However she grounded in Capatzen Pass at half past five and had to remain there till eleven o'clock when she rose with the tide and came off the bank without assistance. Hongkong was reached without further incident by daybreak and the "Tatsu Maru" anchored off Wanchai where she is now discharging the cargo of coal which she had on board at the time of her seizure. Afterwards she will take a cargo to Japan where she will be re-armed. Prior to her liberation there was an interesting little ceremony at Canton. Just before noon on the 19th inst. the Japanese Consul in Canton, accompanied by one of his secretaries, and the representatives of Ataka and Company, the agents of the "Tatsu Maru," went on board the ship where they were joined by the Chief of the Foreign Office, Admiral Li and other Chinese officials. The Japanese Consul addressed the crew of the ship, and at a signal given by him the Chinese cruiser "Kwang Li" displayed the Japanese flag at her mainmast and at the same time the Consul hoisted the Japanese flag on the "Tatsu Maru." The incident was described by onlookers as thrilling and the proceedings throughout were decidedly cordial. Then when the flags were displayed the "Kwang Li," the flagship of Admiral Li, fired a salute of 21 guns. There were five other Chinese cruisers anchored beside the steamer. The "Tatsu Maru" affair is now regarded as closed, and little attention was given to the steamer yesterday.

ATTEMPTED BOYCOTT OF JAPANESE GOODS.

A few days ago we mentioned that considerable feeling had been shown by Chinese in Hongkong over the "Tatsu Maru" incident, and now we learn that posters have been stuck up in various portions of the city calling upon the Chinese to boycott Japanese goods. The posters were put up yesterday morning before daylight but when the matter was brought to the notice of the police orders were given to have them pulled down. The characters on these red posters have been interpreted as follows: "Boycott Japanese goods, respectfully notified by the uterine brethren of China." It is not thought that these are the work of any organisation.

A CURIOUS COMPLAINT.

The following curious complaint has been received by the police: "It is a common thing to any one who could find out those things that injured to the public to report to your Lord. I happened in one day was walking along the Pottinger Street in this month finding that a great strong bad smother came to my nose. (It is the smoke of the kerosine oil). At first I think that there must be some house caught fire. But after having made a clear look, wishing to know where these smoke come from, Alas! When I reach off this street's mouth a matted or wooden house standing there opening for "gramophone" burning several big kerosine oil lamps there within and out up to 11 o'clock on every night. Do you think this good for the "public health"? I hope you will kindly make a walk to this street your ownself on night time and you would find out my written is true if you had been once there. Trusting that you will no doubt to prohibited them not to light any more these lamps Yours obediently."

JAPAN AND MANCHURIA.

BRITAIN UPHOLDS ALLY.
With regard to the proposal to construct a Chinese railway from Siamintun to Paknam Reuter's Agency learns that the British Government has intimated to Japan that it recognises the validity of the arrangement entered into between Japan and China on this question. The case for the British firm which was to construct the proposed line was brought before Sir John Jordan, the British Minister in Peking, and the contractors were informed that the British Government could not uphold their claim in view of the clear understanding given by China to Japan not to construct a line which would compete with the South Manchuria Railway. Whether the proposed line would be a competing one or not is a matter of opinion, and it remains for the contractors to prove to the satisfaction of Japan that the railway would, as they claim, act as a feeder to and not as a competitor with the South Manchuria line. The German Foreign Office states that the Chinese Minister has not yet made any representations to the German Government regarding the treatment of foreign trade in Manchuria, nor has the Government received any complaints from German merchants regarding the behaviour of the Japanese in that province.

LATEST STEAMER MOVEMENTS.

The str. *Rubi* left Manila on Saturday, the 21st inst., and is due here to-day at daylight.
The J.-C.-J. *Lijn* str. *Tylobas* left Manila for this port on the 22nd inst., and may be expected here to-morrow.
The *Apost* str. *Arwdon Apohr* from Yokohama & Kobe, left Moji on 21st inst. afternoon, and may be expected here on or about 26th inst. at daylight.
The J.-C.-J. *Lijn* str. *Typanas* left Moji for this port on the 21st inst., and may be expected here on or about the 27th inst.
The J.-C.-J. *Lijn* str. *Tylobas* left Moji for this port on the 20th inst., and may be expected here on or about the 28th inst.
The J.-C.-J. *Lijn* str. *Tykin* left Moji for this port on the 21st inst., and may be expected here on or about the 29th inst.
The M.S. str. *Armand Belie* with the French Mail of the 1st inst. and Mails from London of the 25th inst. left Singapore on Monday, the 23rd inst. at 8 a.m., and may be expected to arrive here on about Monday morning, the 30th inst., and will leave for Shanghai and Japan on the same afternoon.

LUZON SUGAR REFINING COMPANY, LIMITED.

The report for presentation to the shareholders at the twenty-sixth annual general meeting, to be held at the offices of the general agents, on March 26th reads:—

The general agents beg to submit to shareholders their report on the Company's business for the year 1916, with a statement of accounts to 31st December last.

The demand for the Company's sugars throughout the year was insufficient to keep the refinery working except at a reduced rate, and in consequence of the low prices ruling, there was only a small margin of profit. After allowing for interest and gain in exchange the sum at debit is \$135,132.55, which is carried forward to next account.

CONSULTING COMMITTEE.

This consists of Messrs. A. G. Wood and H. P. White, who offer themselves for re-election.

AUDITOR.

The accounts have been audited by Mr. A. R. Lowe, C.A., who offers himself for re-election.

JARDINE, MATHESON & CO., LD.,
General Agents.
Hongkong, 21st March, 1918.

BALANCE SHEET, 31st December, 1917.

Capital, 7,000 shares of 100 each	700,000.00
Jardine, Matheson & Co., Ltd.'s current account	212,819.05
Accounts payable	1,194.76
	\$914,013.81

Property account, as per last account	629,642.93
Hongkong and Shanghai Banking Corp.	33,690.03
Cash in hand	1,425.17
Raw and refined sugar, &c.	25,346.89
Coal, charcoal, stores, &c.	12,174.95
Fire insurance, unexpired premium	9,967.59
Amounts receivable	8,071.22
	\$778,850.28

Profit and loss account—

Loss to 31st December, 1916	\$135,132.55
Less profit for year ending 31st December, 1917	3,300.46
	\$131,832.09

PROFIT AND LOSS ACCOUNT—

For the year ended 31st December, 1917	\$ 0
To interest	14,134.75
To auditor's fee	50.00
	\$14,184.75

To balance—profit as per balance sheet	3,300.46
	\$17,575.21
By gain in working	4,712.10
By gain in exchange	12,863.08
	\$17,575.18

HAMBURG.

[FROM OUR CORRESPONDENT.]

February 28th.

The following communication from the Hamburg-American Line appeared in last night's papers:—

At a meeting held this day the balance sheet for the past year was submitted to the board of directors; it shows after deductions for working expenses, interest on debentures \$0, a net profit of 25.2 million marks as compared with 32.3 millions in 1916, out of which it is intended to propose the distribution of a dividend of 6 per cent. against 10 per cent. last year. This would leave a sum of 17.8 millions as against 21.8 millions available for allocation to depreciation and reserve accounts and for gratuities to the directors and the staff.

The falling off in the net profits of about 7 millions is chiefly due to the course of events in the second half of the year, for in spite of the high price of coal and the greatly increased working expenses caused by the strikes of the dock-laborers in Hamburg, New York, Antwerp and Rotterdam, the profits realized during the first six months varied little from those of the previous year. The less favourable results of the second half are attributable in the first place to the economic collapse in the United States which towards the end of the year caused an almost entire cessation of emigration from Europe and a marked decline in the goods traffic, in the second to the freight war in the North Atlantic and other important services, which has quite recently been terminated by an agreement, most favourable to ourselves, between all the companies engaged in the trade. The full benefit accruing from this understanding will however only become apparent when trade has returned to normal conditions; for the moment depression prevails in most countries, a fact which has received full consideration in the drawing up of our balance sheet.

GERMAN SHIPPING SUBSIDY.

£25,000 A YEAR FOR SYDNEY-JAPAN SERVICE.

BERLIN, Feb. 25th.

The negotiations between the North German Lloyd Steamship Company and the Imperial Government for the subsidy for the maintenance of a regular mail service between New Guinea, Australia and Japan have been concluded. The existing subsidy treaty, concluded for the years 1898-1914, for the establishment of mail lines to the Far East and Australia, provided for a connecting line from Singapore to New Guinea and back via the port of the Sunda Archipelago.

This Australia-Japan line, however, was not a financial success, but, on the other hand, a thriving trade with New Guinea with an important cargo export as well as an import of workmen and beasts of burden from Singapore, together with the excellent port conditions at Singapore, had made a regular connection with Singapore desirable. Therefore it has been decided to resume the New Guinea-Singapore route with the inclusion of a number of new ports of call.

The North German Lloyd Company accordingly established a regular monthly service between Sydney, New Guinea, Hongkong and Japan, receiving as the result of the negotiations just concluded an additional subsidy of 500,000 marks (£25,000) yearly. The new line also calls at the Island of Yap, the terminal of the German-Dutch cable. The withdrawal of Japanese competition as the result of the North German Lloyd Company's agreement with the Nippon Yusen Kaisha is probably the determining factor of the new venture.

THE PEKING SYNDICATE.

The ordinary general meeting was held last month at the Cannon-street Hotel; Mr. Carl Meyer presiding.

The Chairman, in moving the adoption of the report, said that the remarks which he had to make fell principally under two heads. The first of these had reference to the actual work which they had been doing during the year at the colliery in the Province of Honan. The great trouble experienced had been due to water, which, at the beginning of the present year, entirely overpowered their efforts for the time being. There were, however, favourable factors, among them being the fact that in two of the numerous boreholes on which they had been engaged—No. 5 and No. 12—they had been fortunate enough to strike what appeared to their engineers to be very good and hopeful seams of coal. Their chief manager at the mine (Mr. Kunkrick) had sent them that day a cablegram, in answer to one forwarded to him a day or two ago asking what progress had been made since his last report. His answer was: "The new shaft at No. 12 borehole is 125ft. deep, and No. 3 pit (or No. 3 shaft) is now 394ft. deep." The second question about which he had to speak was the retrocession of the Shanai Concession. All the board's efforts to induce the provincial authorities to allow the syndicate to commence work were unavailing, owing to the very strong opposition which the local gentry and the population generally in the province entertained, not to the Peking Syndicate alone, but to any foreigner working within their province. The sum of 2,750,000 taels, which the retrocession of the Shanai concession had been agreed upon, was undoubtedly much smaller than the board had at one time hoped to secure, but, nevertheless, they felt convinced that it was the largest which, in the circumstances, could be got. The agreement with the Shanai delegates, which had received the official sanction of the Chinese Government and of the British Minister, had since been executed in so far as the first half of the indemnity—namely, 1,375,000 taels, was paid on Saturday last to the syndicate's agent in China. Although the board had accepted compensation for the Shanai concession, they had not by any means abandoned all hope of doing work in the province of Shanai hereafter. The shareholders would very likely want to know what was to be done with the money which had been received. The board had had no end of advice sent to them since it became known that the concession was going to be sold, and there had been some angry articles in the Press, because, on acquiring the public with the sale of the concession, they had not immediately submitted a scheme for the employment of the money. He was afraid those impatient critics would have to wait a short time longer, because the directors had not yet made up their minds on the point. All he could say at present was that they would use the money strictly in accordance with the statutes of the company. For the moment, at all events, they had found good employment for the money in China, having lent the greater part of the payment made to them a few days ago to a department of the Chinese Government for one year at 6 per cent. interest. It would be much easier to come to a final decision as to the permanent use of the money, as on several other points connected with the division of future profits, if they had been able to arrive at an understanding between the various classes of shareholders with respect to the unification of the different classes of shares in the syndicate. When the question of unification came up again for discussion he hoped that the representatives of the various classes of shareholders would approach it with a general desire to come to an understanding instead of sticking to their claims to the absolute working of their rights. It sometimes paid to give up a little of what might be one's legal right when it led to so many complications, and was, perhaps, rather difficult to enforce. Referring to the accounts, he said that during 1917 their revenue, roughly speaking, was about 245,000, their expenditure in London and China, also roughly speaking, was about 213,000, and they spent about 267,000 on capital account in connection with the development of their Honan Concession, including property. He could not help feeling, considering the prospects of the syndicate and their ample cash resources, that their shares were unduly depreciated on the market. If they reckoned that the whole of the indemnity would be paid, of which there could be no doubt, the cash assets of the syndicate amounted to at least £1,250,000, and he thought he was right in saying that the market value of the various classes of their shares was less by several hundred thousand pounds than their break-up cash value of the assets. With regard to the allusion made in the report to the syndicate's interests in the Chinese Central Railways, he stated that the important trunk line from Tientsin to Peking was about to be built by the Chinese Government, and it would be financed by the Chinese Central Railways and their German associates. The Peking Syndicate held a considerable part of the capital of the Chinese Central Railways, and would therefore be entitled to their proportion of the profit, which, it was hoped, the financing of the construction of this line would result in. The Chinese Central Railways hold other concessions for railways in China, and now that the "ice was broken," they might look for further business in that direction. He remarked, in conclusion, that the secretary (Mr. Thomas Gilbert) had just placed in his hands another cablegram despatched from the mine this day. It was from Mr. Kunkrick, who said:—"I am replying to your cable, dated the 22nd, good progress is being made in all departments. Yes, decidedly, I expect to be in coal about next June."

Mr. George Jamieson, O.M.G., seconded the motion.

Mr. H. J. Vaile asked if, in concluding the negotiations with the Chinese authorities for the retrocession of the Shanai concession, it had been stipulated that they should not grant the concession to anybody else?

The Chairman, in reply, read paragraph 7 of the agreement, which contained the provision that, "if by any possible chance the Province of Shanai shall hereafter desire to raise a foreign loan in connection with mines, working of iron or transport of minerals, the Province of Shanai shall notify the Peking Syndicate, and if the Peking Syndicate's proposals are in all respects fair and moderate, shall then proceed to further negotiation. He added that "fair and moderate" had been further explained by exchange of letters as meaning "if the syndicate can do as well as others." In answer to another shareholder, he said that the sterling amount of the payment received for the surrender of the Shanai concession depended very much on the rate of exchange. The board reckoned that, according to variations of exchange, the sum would be from £350,000 to £400,000.

The motion was agreed to unanimously.

Mr. H. J. Torr gave an outline of a scheme for the unification of the capital, which, he said, he had evolved after much thought. He pointed out certain objections to the previous proposals, and stated that his plan would maintain the majority of the shareholders in the future division of the profits, and at the same time get over the difficulty of scaling

down the Shanai capital. It would make things immensely easier for the syndicate if the difference between the several classes of shares could be done away with. He moved the appointment of a committee, consisting of two representatives of each class of shareholders, to go to consult with the board on his scheme, or any other proposals which might be made.

Mr. Birtwistle seconded the motion.

Mr. F. W. Turner suggested that the board should have power to add to the number of the committee.

Mr. Torr accepted the suggestion, and eventually his resolution was passed in the following terms:—"That unification of the different classes of shares is desirable; that a committee, consisting of two representatives of each class of shareholder be appointed to consider with the directors the scheme proposed by Mr. Torr, and any other suggestions that may be made; and that the board of directors have power to add to the number of the committee."

VANCOUVER AND ASIATICS.

The Times special correspondent at Vancouver said on February 22nd:—

Though the Chief Justice yesterday ordered the immediate release of the Japanese arrested under the provisions of the provincial "Natal Act," on the ground that the Act was inoperative so far as the Japanese were concerned, because a contravention of the treaty with Japan, the two men are still in custody. As soon as they escaped from the provincial authorities the Dominion authorities took charge of them, and they are now in a detention shed here. Probably they will be deported, as they did not come here direct from their own country, and this circumstance apparently makes them liable to expulsion under one of the two Orders in Council promulgated last month. I saw the Japanese to-day, and they showed me a passport to Hawaii and the other a passport to the United States.

I use the word apparently in speaking of the effect of the Orders in Council, for the entire immigration situation here is a hopeless muddle. The officials admit this. In the detention shed to-day I saw six Indians whom the Ottawa authorities have deported. They have \$100 (4200 spits) and they satisfy the other requirements, but they are barred for Canada at Fiji, and so must be sent back. The poor wretches paid \$36 each before they began their journey. It seems that the steamship company makes Indians deposit money for the return passage, so that in case of their deportation the company, instead of losing, gains. In other words, it is alleged to be profitable for the company to encourage Indians to come here, although it knows they will be deported.

The Premier, Mr. McBride, yesterday announced himself in favor of a request for an Imperial Commission to inquire into "all the circumstances" in connection with Oriental immigration. Meanwhile litigation, in spite of the disposition of the Courts to give preference to cases dealing with the question, is likely to be prolonged. The "Natal Act" will probably be taken eventually to the Judicial Committee of the Privy Council.

Meanwhile the activity of the Exclusion League continues. The thing must be looked in the face. It is nonsense to talk of the Japanese question being settled. It will not be settled if never another Asiatic comes to the Pacific coast; the agitation will continue for expansion. The only way to settle the question is to suppress the agitation and there is something very mysterious and sinister behind the latest developments of the agitation. Since leaving San Francisco I have heard two stories with reference to the recent convention of Exclusion Leagues at Seattle. The first is that the San Francisco delegates had a large amount of money, which they distributed among some other delegates. This story I read merely as a rumour. It would not be worth sending at all were it not for the strange legend of the ex-convict Timothee as president of the League. The other story is that one of the Vancouver delegates contracted to "deliver" a riot here at the time of the arrival of the battleship fleet at San Francisco. This story I have good ground for believing true.

DISTRESS IN INDIA.

OVER 1,000,000 ON RELIEF.

The Secretary of State for India received the following telegram from the Governor-General, dated Feb. 24:—

Light rain fell during week in part of Burma and North-Eastern India; elsewhere, with insignificant exceptions, week was rainless. Prospects of spring harvest continue favourable, but areas in which existing distress is so acute as to require relief from the State are extending, and numbers on relief in districts where famine has been already declared to exist are increasing, the total for all provinces now exceeding 1,000,000.

In the United Provinces numbers on relief are now: Works, 448,294; gratuitous relief, 252,414. In addition, 13,578 persons are being relieved in Balrampur estates. Condition of the people on relief continues on the whole to be fair. There has been some increase in crime and some emigration has been noticed, but there is no general wandering.

In the Punjab 1,258 persons are employed on test works.

In Central India numbers on relief have again risen, and are now: Works, 92,713; gratuitous relief, 10,290.

In Ajmer-Merwara public works have been opened in three selected localities, but have not attracted many labourers.

In Bengal test works, attended by 3,092 persons, are now open in six districts, and 16,250 persons are in receipt of gratuitous relief. The high proportion on gratuitous relief in Orissa is reported to be due to large emigration of able-bodied men from distressed tracts to Calcutta and Rangoon in search of work; many of them are sending remittances to their families, but in other cases these have been left in distressed condition, and the absence of men renders it impossible to start regular relief works.

In Central Provinces, people are resorting more freely to village works, which are being opened in places where ordinary work is not available. General condition of people is fair, and wandering is insignificant; 2,160 persons are employed on village works; special relief is being given to 1,785 weavers, and gratuitous relief to 5,821 persons.

In Panch Mahala district of Bombay, 3,483 persons are employed on test works, and distribution of gratuitous relief has begun.

There is no marked change in prices. The out-turn of rice in chief rice-growing provinces is estimated at 10 per cent. below that of last year; shortage is most serious in Bengal, where estimated yield is 36 per cent. below the average of last ten years. On the other hand, there has been a good crop in Lower Burma. Out-turn of sugar cane for India as a whole will be, it is estimated, almost equal to average in the last five years, owing to large increase of cultivation in the Punjab; there is considerable shortage in other provinces.

THE DIARY OF A SOCIALIST.

A WEEK'S RECORD OF STRENUOUS ENDEAVOUR.

Monday.—More tyranny. Got the work just because I was ten minutes late. The boss had the blooming cheek to ask me what I meant, and when I said the misus was bad, he said: "I was full of excuses. I'd had four funerals, three births, a couple of broken legs, and a fire in six months. It seemed to him I'd better stop at home to look after my family instead of looking after other people's concerns. I asked him who was to look after the misus and the kids, but he only said that wasn't any concern of his. The miserable swindling ruffian who grows fat on my labour! Before leaving the shop I addressed the wage-slaves, and tried to rouse them to show a bit of manhood, but they only laughed and asked me whose pockets I was going to pick. No end of a row when I told the misus. Said I was a lay wretch. Said the kids were a disgrace to the street, and thrust their worn-out shoes in my face. Said we owed the baker and the milkman and two weeks' rent; jawed me no end about wasting my time talking instead of working, like an honest man. Silly woman! Women are no good. Equal to men? Fudge! Nature intended them for chalet slaves. Spent two hours at the club and lost sixpence at dominoes. Swindling beggars! Socialists indeed! Wouldn't trust them any further than I can throw them. Got home at midnight. Misus sulky.

Tuesday.—Overlept myself. Just too late to get a job. Didn't trouble to look elsewhere. Had a grand discussion with some fellows at the corner near the Elephant. Policemen moved us on. Pampered menial who fattens himself up like a prize pig on rates and taxes provided by me.

No dinner for me. Had a row with the misus. She said dry bread was quite enough for lay good-for-nothings. Sneaked a sheet out of the house and pawned it, so got a good dinner. Took a grand time at the club discussing Ramsay MacDonald's Unemployed Bill. Municipalities should be compelled to find the unemployed work at trade-union wages, and if they cannot find the work should pay them the wages all the same. One capitalist's satellite asked where the money was to come from. Why, from those who have it, of course. What right have they to hoard up my money—the fruit of my labour—while I am starving? Arrived home one o'clock in the morning. Mose discussion.

Wednesday.—Regular fagged out. Wouldn't start to look for a job until half-past eight. A degraded wretch of a foreman asked if I'd waited a little longer it would be night. The second night! After this insult I would not debase myself by looking for another job. Went home for dinner. Misus out chattering. Blessed kids eaten up everything and crying for more. Left 'em to it. Why should a public man like me be bothered with youngsters? It is the duty of the State to keep children. Collared a pillow and panned it.

Met Snooks, also out of work, as well as some broke-and-hungry. As we walked up the street I picked up a half a penny. Snooks said: "I'm quite another man. Snooks said that as we were together, I should share it with him. The blooming fool! Share it! It quite took my breath away. Asked him what he took me for! He said as we were Socialists we should share and share alike. Not me. He got mad, and so did I. I told him off straight, and said he ought to be jolly well ashamed of himself waiting to collar what rightfully belonged to another man.

Had a rare old time. Got home at 12.30 midnight. Misus read the Riot Act, and I tashed her. Well, she asked me, "What's the matter with you? Mad black! Misus' blackeye prevented her going out to work. Threatened to turn up at Sunday's meetings and expose me, but I told her what I'd do for her if she did. Demanded money, so gave her my last bob to quiet her. Fellow offered me a job at house-breaking at three bob a day. Asked him what he thought I was—a Chinese coolie or a starving nigger. Told him off and went.

Spent the day at the club. Comrade Fleet had sneaked the rent his wife had saved, so we had a high old time. Didn't get home until two in the morning. Misus quiet. One black eye enough for me.

Friday.—Week end. No use looking for a job this week. Saw the branch secretary of the union. Said he had received complaints that I had neglected my work, and he should have to report it to the committee. Asked him if he knew who he was talking to. He was one paid servant, to do as he was told, and not to check his masters. Gave him to understand that if he made any fuss about me I and the other Socialists would fairly go for him. We'd attend all the meetings, object to everything, and fairly fust him out. That frightened him. He knows that we Socialists can make his life miserable and chuck him out of his post if he opposes us. Borrowed sixpence of him.

Saturday.—No grub in the house. Youngsters and misus waxy, so cleared out to think over lectures to-morrow. Hope there'll be a good collection. Met the landlord. Said if I didn't pay up by Monday he'd put me as bailiffs in. Swindling ruffian! What right has he to levy blackmail upon me because I happen to live in a house he claims to be his? He didn't make the land on which it stands, or the wood, the slate, the bricks, or anything else associated with it. He's just a thieving con man who takes what he is. Seize my few sticks, will he? Oh, he'll settle him. Will get the comrades to give me a hand at midnight, and will rush the things into a single room, five shillings a week. Just my mark. Settled it all right at the club. Comrades delighted at the prospect of doing a rascally, thieving, unprincipled landlord.

Sunday.—Had a glorious day. In good form, and spoke well on "Socialism and Individualism." How to do without money and "Socialism and Easy Happiness." Good collection. Realized 30s. for the day. Some fellows interrupted, but I fairly roared 'em. One was a Tariff Reformer, and I pulverised him. Told him it wasn't work the people wanted, but a proper sharing out. If all the wealth was fairly divided there would be no need for anyone to work. Finished with a grand carous at the club.

RECORD IN STRANGE COINCIDENCE.

There were amazing coincidences in connection with inquests held on two men at the London Hospital last month by Mr. Wynne L. Baker.

Both men were named George Lee. Both were window-cleaners. Both were fatally injured by falling from windows. Both were taken to the London Hospital. Both accidents occurred at three o'clock on Saturday afternoon.

Both men died on Sunday.

The cause of death in each case was fracture of the skull.

The inquests on both men were held on the same afternoon, by the same coroner, and with the same jury.

The men were not related to one another.

One man was thirty-five and the other forty-one years old.

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SHIPPING "RINGS."

GERMAN CLAIMS.

South African shipping and the demands of German steamship owners again loomed large at the sitting of the Royal Commission on Shipping "Rings" or Conferences on February 25. The Right Hon. Arthur Cohen, K.C., presided. Mr. J. Byron, of the firm of Messrs. J. T. Reanin, Son, and Co., shipowners, was recalled for further examination. He stated that the system of giving special terms in the South African trade to the Rand mines, De Beers, and others had been abandoned. Special terms were given to the Government only for large shipments. The movement had been attended with great risk to the shipowners, because it was creating opposition. They were anxious to get the Merchants' Committee properly constituted, so that they might discuss these matters. The committee had declined to meet the shipowners until the Royal Commission had finished its inquiry.

Professor Gossner. Do you think the conference can maintain itself if there is powerful opposition?—If a powerful line has courage and the money to risk, the chances are it could break into the conference.

In other words, the power of the conference to maintain itself depends upon its control of nearly all the regular tonnage?—Yes, and of course, on the reasonable attitude we take up, and the moderation of our demands.

Mr. Birkenhead: People in South Africa do not take the view of rebates as Sir Donald Currie?—I think it has become understood of late that the rebate is really not part of the freight, and that it is nothing more than a commission.

Did people regard the reduction to the rebate from 10 per cent. to 5 per cent. as a concession?—No, they were not pleased. They said, "Although we quite admit it only gives the shipowner one-half the hold he originally had, we are at the same time worse off." (Laughter.)

Do you attach great importance to the rebate or commission?—We do not believe we could carry on our business without some hold of that kind. I believe 90 per cent. of the people with whom we are doing our business are quite willing to give us their whole-hearted support, rebate or no rebate. It is the small percentage of people who are always on the look-out for creating trouble, on the off-chance of some advantage. If the rebate system is abandoned in England, and the German lines trading to South and East Africa were to maintain it, the British shipowner would be seriously handicapped. There is no doubt that the policy of the German Government is to increase their maritime trade, on the basis of German ports for German steamers. I do not infer that our German friends are doing anything but what they are entitled to. Our relationship with them has always been most friendly and although they are keen opponents, they are honourable opponents.

In the conference prepared to enter into co-operation with the representatives of South Africa and the merchants to make all such changes as may be necessary in combination with them?—I think that is greatly desired by the shipowners.

By Mr. Owen Phillips, M.P.: Under the present system there was as keen a competition as if the conference lines were in opposition to one another.

Competition as to which company has the best personnel?—I think we all have the best personnel. (Laughter.)

Does not the rebate system greatly reduce the number of rate wars by discouraging casual opposition?—Undoubtedly. My opinion is that, if it were not for the rebate, we should be continually at war.

Mr. F. Madison, M.P.: There is an agreement which keeps the conference of shipowners together. Is there any objection to our having it?—An objection has been raised. The reason of the objection depends upon how far inquiry of this kind may become inquisitorial. The Chairman: We have no power to compel the witness to produce documents. But I will ask Mr. Byron whether, standing alone, he would himself have any objection to produce the agreement?

Witness: I do not think I should feel inclined to do so.

To disclose your business arrangements?—Quite so. I do not know where such an inquiry would lead.

Sir John Macdonald: Would you be surprised if unfavourable inferences were drawn from your refusal?—No, I should not be surprised.

Do you know why agreement between the British and the German lines was terminated?—By effluxion of time. It has not been renewed, but I believe negotiations are going on.

Are you at liberty to say what have been the difficulties in the way of renewal?—Increased demands on the part of the Germans, I believe.

Of what character?—I believe for more sailings.

By Mr. J. Barry: The increase in the price of coals, the introduction of the Merchant Shipping Act, and other matters have increased the cost of working steamers very considerably, and I think it would have been a reasonable thing to ask the shippers to agree to a slight increase of freight. The whole of the Eastern trade some three months ago increased their passenger rates.

Mr. Newton Crane, legal adviser to the American Embassy in London, gave evidence to the effect that a contract embodying deferred rebates, and affecting the commerce of the United States, would be illegal.

Mr. Richard Grigg, who recently visited Canada as special commissioner for the Board of Trade, stated that he found in Canada a lack of information and indifference as to rates of freight, which occasioned him some surprise. The Commissioners afterwards adjourned.

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"My trouble started with swelling in my right hand, which became red and very painful and irritating. This swelling spread gradually up the arm until it reached the elbow. It is impossible for me to give any idea of the agony I went through during the three years that this eczema continued. I tried first one remedy and then another, only too glad to test anything that my friends suggested. Nothing seemed to be of the least good. I went to a doctor for four weeks in the provinces, where I was living at the time, and the treatment he put me under was as ineffectual as the rest. I was almost in despair. One day I happened to catch sight of an advertisement of Cuticura Remedies, and there I read of a case of eczema having been cured by the use of Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent Pills. The case was so similar to my own that I bought Cuticura at once. I tried first one remedy and then another, only too glad to test anything that my friends suggested. Nothing seemed to be of the least good. I went to a doctor for four weeks in the provinces, where I was living at the time, and the treatment he put me under was as ineffectual as the rest. I was almost in despair. One day I happened to catch sight of an advertisement of Cuticura Remedies, and there I read of a case of eczema having been cured by the use of Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent Pills. The case was so similar to my own that I bought Cuticura at once. I tried first one remedy and then another, only too glad to test anything that my friends suggested. Nothing seemed to be of the least good. I went to a doctor for four weeks in the provinces, where I was living at the time, and the treatment he put me under was as ineffectual as the rest. I was almost in despair. One day I happened to catch sight of an advertisement of Cuticura Remedies, and there I read of a case of eczema having been cured by the use of Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent Pills. The case was so similar to my own that I bought Cuticura at once. I tried first one remedy and then another, only too glad to test anything that my friends suggested. Nothing seemed to be of the least good. I went to a doctor for four weeks in the provinces, where I was living at the time, and the treatment he put me under was as ineffectual as the rest. I was almost in despair. One day I happened to catch sight of an advertisement of Cuticura Remedies, and there I read of a case of eczema having been cured by the use of Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent Pills. The case was so similar to my own that I bought Cuticura at once. I tried first one remedy and then another, only too glad to test anything that my friends suggested. Nothing seemed to be of the least good. I went to a doctor for four weeks in the provinces, where I was living at the time, and the treatment he put me under was as ineffectual as the rest. I was almost in despair. One day I happened to catch sight of an advertisement of Cuticura Remedies, and there I read of a case of eczema having been cured by the use of Cuticura Soap, Cut

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Hongkong, 17th March, 1908. 87

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SIGHT OF MEN AND OTHERS—SPECTACULAR METALLURGY—WHOLE AS AN ANGLE—A ROOM WITHOUT NOISE—SOME LIFE OF AN ADORE—SOME-THING BEING WORKED OUT—A VANTINGH—SCREEN—THE WORKSHOP LAMP.

The eyes of man and the higher animals have important differences. Prof. Heine, at the German Naturalists' Congress, pointed out that the human eye is normally at rest for an infinite distance, accommodation being accomplished by angular muscles in the socket that make the ball more convex. In apes and all mammals and birds, as well as in some amphibians, the mechanism is the same. Birds have an advantage, as their striped muscular system enables them to make rapid changes, keeping fast-moving images in focus. Reptiles and fishes give quick adjustment by drawing back the lens instead of deforming it. The bigger the animal the poorer its accommodation. Among very inferior invertebrates are found very high eye mechanism, and some mollusks have eye adjustment comparable to that of highly developed birds. In some respects—vision, sight, smell, etc.—man is surpassed by other animals.

On recently fusing a little tantalum powder, Siemens and Halske placed, in a kind of Crookes' tube instead of an electric furnace. On the anode the metal powder received the bombardment of particles from the cathode, and was quickly fused. A magnet deflected the tiny stream of bundles, and made it act upon any desired part first of the mass of metal exposed at the anode.

Of 235 bore-holes in the Witwatersrand area, 45 go below 3000 feet. Most of these are in bedded strata, with a dip, and are not vertical. J. Kitchin, a London engineer, reports that 22 bore-holes have an average inclination of 440 feet at a depth of 2000 feet, and an extreme of 2370 feet in a bore-hole 4200 feet deep.

For many experiments now it is necessary to exclude all outside sound. What is endorsed by Prof. S. I. Franz as the one absolutely noiseless room is a room about 8 feet square and high on the top floor of the physiological laboratory of the University of Utrecht. Its walls are about 11 inches thick. From the inside these are made up of successive layers of horse-hair felt, porous stone, dead air, wood partition, ground-cork composition and a plastered surface. The ceiling, though somewhat simpler made, has similar layers. The boards of the floor were sawed and the joints filled with lead to stop vibration, a layer of lead was then covered over all to the thickness of more than an inch and over this in turn is a carpet nearly half an inch in thickness, and sometimes a second carpet. A small window opens into a little connected room with a roof-window, the two windows supplying both sunlight and ventilation. The door is double and the outer part accurately fitted with felt, and the inner part composed of three layers with an air space. In the noiseless room sensations vary, sometimes including a variety of body sounds, sometimes a feeling of pressure. The shell held to the ear no longer seems to give forth sound, the tones for which the shell is resonant being absent.

The great abundance of life in the ground is again shown by A. E. Hickmott, a gardener of Reading, Eng. To improve his garden he made 30 depressions in the ground, an inch or two deep, pressing a cabbage or lettuce leaf into each, and covering them with pieces of board, maintaining in dry weather. In one day he caught 378 slugs, and from July to the middle of November a total of 14,740. Hickmott, a German naturalist, placed the earth worms of an acre at 55,000 but if this garden has 80 square yards it must have supplied slugs at the rate of 1,150,000 to the acre.

The sun's temperature has been lately estimated at 5373 deg. 58.0 deg. and 5400 deg. C. Millican, a French astronomer, has compared the thermal and optical results with those of an electric furnace of known temperature.

The aerial graphoscope of Eric Stuart Bruce, Secretary of the London Aeronautical Society, has the curious feature of showing lantern pictures in bold relief without the aid of the long familiar white screen. The picture is projected upon a half of wood, painted dark gray, between five and six feet long and about two inches wide, which is revolved steadily and more or less rapidly. The method gives improved effects—with spectroscopic and other pictures. It will be especially an apparatus of the investigator's laboratory, and it will give particularly a very delicate means of measuring the exact duration of persistence of vision on the individual retina.

That the mercury vapor lamp is to take a leading place in lighting workshops is the conclusion reached by K. Norden, a German, because the light has proven less fatiguing to the eye than any other illuminant. He pronounces the Aron mercury-vapor lamp the most satisfactory, as it has a self-lighting attachment. The lamps are on the form of vertical tubes—one half meter to one meter long, and these can be distributed to give any desired effects.

Shooting bombs at clouds has proven an ineffective method of preventing hail in Belgium. With his pear shaped balloons, Adhemar de la Hault claims to be able to get closer to the source of the hail, and to disperse the cloud by firing explosives in its midst. The first trials have been reported to be very successful. The same balloon carries meteorological instruments and thus furnishes useful weather records.

On a novel finishing machine for woolen and worsted cloth, the material is drawn under pneumatic pressure over rollers covered with finely ground glass. The millions of fine glass

particles produce an effect that cannot be given in any other way, and the result is a uniform, smooth polished surface with a very thick nap. The process is capable of very accurate regulation.

REPLY TO THE NEW THEOLOGY.

CONGREGATIONAL BELIEF RE-STATED.
An important declaration of faith by the leading ministerial and lay members of the Congregational Church is issued in the form of a manifesto to the Congregational churches of England and Wales.
The signatories to the manifesto state that it has been drawn up in consequence of "the theological unrest in the churches."
The Rev. E. J. Campbell not mentioned by name, but from the tenor of the manifesto it is evident that it is directed against the doctrines which he has been preaching under the name of the "New Theology." The Rev. E. J. Campbell, of course, is a Congregationalist. The manifesto is as follows:—

"As men who have been called to the representative post of chairman of the union, or as heads of Congregational colleges, we think, in the theological unrest which has invaded the Churches, that good may result from making a brief statement of some things, most surely believed among us, which require at the present time emphatic affirmation."
"Our hope is that the statement may not only help those who, within our own borders, are disturbed by current controversies, but also assure our fellow Christians of other communions that we hold fast the faith once for all delivered to the saints. At the same time we are eager, in the interests of a progressive evangelical theology, to receive all new light and truth which may break forth from the Word."

"1. We believe in the personality of God the Father, transcendent as Maker and Ruler of all things; and yet, through His eternal Spirit, immanent in the world, and particularly in man and his history."
"2. We believe that sin, so far from being necessary to man's development, is, as a distrust of God, and disobedience to Him, a perversion of the moral and religious nature, which, apart from redemption, would involve man in ruin."
"3. We believe that Jesus Christ, the only begotten Son of God, came into the world to reveal the holy love and grace of God, and to redeem men by the sacrifice of Himself once for all upon the cross for the sin of the world, so conveying to the individual believer the Divine pardon."

"4. We believe that this pardon is appropriated by faith in Jesus Christ, and that by this faith the Holy Spirit, producing union with the living Lord, re-generates human nature to eternal life."
"5. We believe that the regenerate are the true Church, to which among other sacred obligations, is committed the task of transforming the world, morally and socially, into the Kingdom of God."
"6. We believe that the Bible is God's Book, because it outlines the Divine revelation culminating in the historic coming of Christ; His life, death, and resurrection, and the Gospel therein contained."
"7. We believe that all truth is to be received as from God, and that the apparent conflict between science and religion not only can be adjusted, but is at the present time approaching a reconciliation."

"These, in our judgment, are the points which just now require emphasis."

TREATING CRIMINALS AS INVALIDS.

MAGISTRATES ON PRISON REFORM.
Several striking statements were made by London police magistrates last month on prison reform and the methods of dealing with offenders.

Mr. Cecil Chapman, speaking at a meeting of the Charity Organisation Society, said:—"I do not think that anything could be worse for the criminal classes than to give them the impression that crime is regarded as the result of a headache or some other form of invalidism."

"Criminals know immediately when something is being relaxed in the criminal law. I have known instances in which a man pleaded 'Guilty' under the First Offenders' Act, and a lad 'Guilty' under the Probation Act."

"There is a great deal of nonsense and cant talked about the 'taint of the police court for children'," he added. "I think there is very little taint about it."

"The children who come to the police court come there shepherded by charming policemen, with whom they chat, and they come into an atmosphere which is far better, in my opinion, than that in which they have been reared."

"I know of no," said Mr. Paul Taylor at the Marylebone Police Court, "than that of more babies with what they are pleased to call tags in their mouths."

"I am delighted to see there is a Bill before Parliament making it unlawful for children under sixteen to smoke."

Mr. Fordham complained at the North London Court that parents nowadays want a long way towards spoiling their children, and that they were backed up by the Government.

"A spanking" he stated "would do little boys much more good than being charged, but a notion seems to prevail that children should not be punished whatever they may do. The result is that the law has no terrors for them, and I am afraid that these notions will be the ruin of the rising generation."

It is stated that the Home Office authorities extending the "Borstal" system to female juvenile offenders in prisons.

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comes only by having a perfect acting liver and good digestion—both can easily be obtained by using
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BILIOUSNESS, LASSITUDE, POOR APPETITE, IMPAIRED DIGESTION, COSTIVENESS, WIND & PAINS IN THE STOMACH, DISCOMFORT AFTER MEALS, and all other troubles which arise from a disordered liver or stomach. They cleanse the system, give tone to the digestive organs, and will, if taken according to directions, restore you to sound and vigorous health.
BEECHAM'S PILLS are specially suitable for Females of all ages.
Sold at all Druggists and by all Medicine Vendors in Europe, Africa, India, and the East.

The "Borstal system" was inaugurated for the purpose of reclaiming male juveniles offenders. The system may be summarised as follows:—Trade instruction, general education, and physical drill, while in prison; supervision and assistance on discharge.
21,000 DIRECTORS.
Some 21,000 different names appear in the new issue of the "Directory of Directors," and these comprise only those whose companies come more or less prominently before the public in respect of their finances. There must be many thousands more who direct companies that are privately constituted.
A very large proportion of the directors manage to divide their activities among several companies. Pride of place must be given to Mr. C. Hubbs, who is chairman of one and a member of forty-one others, all with African companies. Among pluralist directors who figure on the boards of fifteen companies or more are the following:—
Mr. C. Hubbs 42
Mr. Edmund Davis 34
Mr. William Dalrymple 28
Mr. John Taylor 25
Mr. C. S. Goldmann 24
Mr. Walter Hill 23
Mr. H. D. Boyle 22
Mr. Charles F. Rowell 20
Mr. Ludwig Wasmuth 20
Sir Christopher Furness 20
Sir Walter Scott, Bart. 20
Mr. Robert Taylor 19
Sir Henry Kimber 15
The only member of the Cabinet who still sits on the board of a company is Lord Elgin, who retains his deputy-governorship of the Bank of Scotland.

MARTIN'S APOL & STEEL PILLS
A French Remedy for all Rheumatism, Gout, Neuralgia, Sciatica, etc.
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All Orders receive prompt attention.
45, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. 401

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
W. PARLANE, Manager.
Hongkong 18th November, 1901. 43

THORNE'S OLD VAT
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SOLE AGENTS IN HONG KONG, CHINA & MANILLA, A. S. WATSON & CO. LTD.
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MAIL TABLES FOR 1908.
Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.
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On Sale at the Hongkong Daily Press Office Hongkong, 17th January, 1908. 215

THE DIRECTORY AND CHRONICLE FOR 1908
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Hongkong, 17th January, 1908. 383
FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated THE CHINA OVERLAND TRAIN REPORT, subscription, paid-in-advance, \$12 per annum. Postage 3/- to any part of the World.

SHIPPING.

ARRIVALS.

AMIGO, German str., 322, Franden, 22nd Mar.
—Hiphong March 18th, and Hoihow 20th.
Ries, Pigs and General—Jensen & Co.
GERMANIA, German str., 1,713, H. Lorenzen,
23rd March—Penang 12th March, General
Jensen & Co.
KORLA, American str., 5,651, Samuel Sandberg,
23rd March—San Francisco via Ports 25th
Feb. Mails and General—P. M. S. S. Co.
LOONGANG, British str., 1,050, E. J. Payne,
23rd March—Manila 20th March, General—
Jardine, Matheson & Co.
LYSISTRAS, American yacht, 2,000, James
Gordon Bennett, 22nd March—From
Europe via Colombo and Manila.
PATROCLUS, British str., 3,547, W. Bovan,
22nd March—Shanghai 18th March,
General—Butterfield & Swire.
SHOSHU MARU, Japanese str., 999, M.
Nemoto, 23rd March—Swatow 22nd March,
General—Osaka Shosen Kaisha.
TJIMAH, Dutch str., 2,446, J. de Brouwer,
23rd March—Shanghai 18th March, General
—Java-China-Japan Lijn.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE:
23rd March.
AMIGO, British str., for Swatow.
Cheong, British str., for Tientsin.
Dreyer, Norwegian str., for Swatow.
Haitan, British str., for Coast Ports.
Indra, British str., for Shanghai.
Patroclus, British str., for Singapore.
Wingsong, British str., for Shanghai.
Yedo Maru, Japanese str., for Keelung.

DEPARTURES.

22nd March.
DAGNY, Norwegian str., for Chefoo.
KORD, British str., for Shanghai.
LORD, British str., for Shanghai.
SHANTUNG, British str., for Sourabaya.
23rd March.
HELLAS, German str., for Canton.
TINGRAN, British str., for Canton.

SHIPPING REPORTS.

The British str. Loongang reports: Fine and
clear throughout, high sea.

VESSELS IN DOCK.

March 23rd.
ABRUEN DOCKS.—
KORDON DOCKS.—Nail, Mole, Sorogon,
Loyal, H.M.S. Fume, H.M.S. Waterwitch,
Pocahontas.
COSMOPOITAN DOCKS.—Kiong Sai.

VESSELS PASSED ANJER.

Feb. 23, British str. Elbridge, from New
Castle.
Feb. 26, Dutch str. Irian, de Boer, Jan. 9,
from Tyne via Djiddah, for Batavia.
Feb. 27, British str. Clan Ross, from Table
Bay.
Feb. 28, British str. Oanfa, Lyett, Feb. 23,
from Batavia, for Amsterdam.
Feb. 29, Norwegian str. Horoon, Didriksen,
Feb. 25, from Batavia, for Padang.
British str. Chingpo, Maclean, Feb. 29, from
Batavia, for Amsterdam.
March 3, British str. Islander, Wright, Feb.
28, from Christmas Island, for Singapore.
Dutch str. Roon, Weyhove, Jan. 12, from
Rotterdam, for Batavia.
March 7, Dutch str. Wilia, v. d. Puite, Feb.
1, from Rotterdam, for Batavia.
British str. Kaitou, Steele, from Taku via
Djiddah, for Batavia.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
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FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain J. S. Rose, will be despatched for
the above Ports TO-DAY, 24th March,
at 10 A.M.

For Freight or Passage apply to
DOUGLAS LAPEAUX & Co.,
Hongkong, 21st March, 1908. 577

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship

"GLENLOCH,"
Captain E. J. Stallard, will be despatched
above TO-MORROW, the 25th March.
For Freight apply to
McGREGOR BROS. & GOW,
Hongkong, 23rd March, 1907. 463

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON,
SAMARANG, SOERABAYA AND
MACASSAR.
Taking cargo to all ports in Netherlands India
on through Bill of Lading.

THE Steamship.
"TJIMAH,"
Captain Bouman, will be despatched for the
above Ports on or about 25th inst.
For information as to Freight and Passage,
apply to the

Head Agent of the
JAVA-CHINA-JAPAN LIJN,
York Buildings, 1st Floor.
Hongkong, 21st March, 1908. 578

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.
FOR SALINA CRUZ, MEXICO.

THE Steamship
"SUISANG,"
Capt. W. D. Walsh, will be despatched
for the above Ports VIA MOJI, JAPAN, on
THURSDAY, the 2nd April, at 5 P.M.
For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO., LTD.,
Hotel Mansions.
Hongkong, 23rd March, 1908. 588

NATAL LINE OF STEAMERS

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CHINA STEAM NAVIGATION Co.'s fortnightly
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CALCUTTA for CANN PORTS every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1908. 59

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENLOCH	Brit. str.	—	E. J. Stallard	McGREGOR BROS. & GOW	To-morrow.
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 25th inst.
LONDON, ANTWERP & HAMBURG	MONMOUTHSHIRE	Brit. str.	—	Shewan, Tomes & Co.	Shewan, Tomes & Co.	About 31st inst.
LONDON & VIA SINGAPORE & CANTON	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 4th April, at Noon.
HAYRE, ROTTERDAM & HAMBURG &c.	DELHI	Ger. str.	—	Hildebrandt	—	On 9th April.
MARSEILLES, &c. via PORT OF CAL.	BOHEMIEN	Ger. str.	k.w.	Broc	MESSAGIERIES MARITIMES	On 31st inst., at 1 P.M.
MARSEILLES, PLIMOUTH, HAYRE & HAMBURG &c.	TRANQUEBAR	Dan. str.	—	Porzelius	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	E. E. Cope	MELCHERS & CO.	Beginning of April.
MARSEILLES, BREMEN & HAMBURG &c.	SAMBIA	Ger. str.	k.w.	Müller	NIPPON YUSEN KAISHA	On 1st April, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	C. H. Butler	HAMBURG-AMERICA LINE	On 12th April.
NAPLES, GENOA, ALGIERES GIBRALTAR &c.	PRINZ LUDWIG	Ger. str.	—	F. V. Binser	MELCHERS & CO.	On 15th April, at D'light
NEW YORK	WYAT CASTLE	Brit. str.	—	Macdonnell	DODWELL & CO., LTD.	On 27th inst., at Noon.
YANGOUVER VIA SHANGHAI-JAPAN, &c.	TUDOR PRINCE	Am. str.	—	—	—	On 28th inst.
VANCOUVER VIA SHANGHAI-JAPAN, &c.	LENNOX	Brit. str.	1 m.	—	—	To-morrow, at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	—	On 5th April, at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KAGA MARU	Jap. str.	—	G. S. Lapraik	NIPPON YUSEN KAISHA	On 31st inst., at D'light
VICTORIA (B.C.) & PACOMA VIA JAPAN	KUMING	Am. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 14th April, at 4 P.M.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KASATO MARU	Brit. str.	—	Cowley	DODWELL & CO., LTD.	On 14th May.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	SUSANG	Brit. str.	—	D. Mori	TOYO KISEN KAISHA	First half of April.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	W. D. Walsh	CHINA COMMERCIAL S.S. CO.	On 2nd April, at 5 P.M.
AUSTRALIAN PORTS VIA TIKOR, PORT DARWIN &c.	ALDENHAM	Brit. str.	—	J. Milnes	MELCHERS & CO.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIEKO MARU	Jap. str.	—	St. John George	CHINA COMMERCIAL S.S. CO.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	T. J. Hardson	BUTTERFIELD & SWIRE	On 21st April, at 4 P.M.
Kobe and Yokohama	KUMANO MARU	Jap. str.	—	G. W. Eidy	NIPPON YUSEN KAISHA	On 15th May, at Noon.
YOKOHAMA AND KOBE	FEINE WILDEMAR	Ger. str.	—	N. Mathieson	MELCHERS & CO.	About 3rd April.
YOKOHAMA, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	W. von Senden	NIPPON YUSEN KAISHA	On 15th April, at Noon.
TIENSIN VIA SWATOW	CHINGSHING	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LIJN	Quick despatch.
SHANGHAI VIA SWATOW	WINGANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
WEIHAIWEI, CHEFOO & TIENSIN	WINGANG	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	HANGSANG	Brit. str.	—	M. Nemoto	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	LANGSANG	Ger. str.	k.w.	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	On 28th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	JAPAN	Brit. str.	—	J. G. Offient	DAVID SASSON & CO., LTD.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	P. R. LUTFOLD	Ger. str.	—	H. Kirchner	MELCHERS & CO.	About 25th inst.
SHANGHAI	SZCHUTEN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOR	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, YOKOHAMA & KOBE	SILESA	Ger. str.	k.w.	Bahle	HAMBURG-AMERICA LINE	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	ARMAND BEHIC	Frean. str.	—	Guionnet	MESSAGIERIES MARITIMES	About 30th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DEYANITA MARU	Jap. str.	—	T. Takeda	NIPPON YUSEN KAISHA	On 2nd April.
SHANGHAI	DEYANITA MARU	Jap. str.	—	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	About 2nd April.
TAMSUH VIA SWATOW & AMOY	HAITAN	Brit. str.	2 h.	I. Sakurai	OSAKA SHOSHEN KAISHA	On 28th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	ANARA	Brit. str.	—	J. S. Rose	DOUGLAS LAPEAUX & CO.	To-day, at 10 A.M.
SWATOW, ISINGTAO, WEIHAIWEI & CHEFOO	SINGAN	Brit. str.	1 m.	Jameson	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
HOIHOW, PAKHOI & HAIPHONG	TEAN	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	LOONGANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 27th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & CO., LD.	On 3rd April, at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	Rodger	SHAWAN TOMES & CO.	On 4th April, at Noon.
CEBU & LOLO	RUBI	Brit. str.	—	R. Almond	SHAWAN TOMES & CO.	On 11th April, at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	SUNGKING	Brit. str.	1 m.	G. H. Pennafather	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	YUENSANG	Brit. str.	—	R. Houghton	JARDINE, MATHESON & CO., LD.	On 28th inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TAKAKI MARU	Jap. str.	—	A. Meckor	NIPPON YUSEN KAISHA	On 1st April.
BATAVIA, CHERIBON, SAMARANG, &c.	KUMANG	Brit. str.	—	E. J. Bull	JARDINE, MATHESON & CO., LD.	To-day, at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIMAH	Dut. str.	—	de Brouwer	JAVA-CHINA-JAPAN LIJN	About 25th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIPANAS	Dut. str.	—	Pandji	JAVA-CHINA-JAPAN LIJN	About 31st inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LIJN	About 4th April.

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"MONTAGUE"	6,168	WEDNESDAY, 22nd April	16th May
"EMPEROR OF JAPAN"	6,000	THURSDAY, 7th May	25th May
"GLENFARG"	3,700	WEDNESDAY, 30th May	18th June
"EMPEROR OF CHINA"	6,000	THURSDAY, 4th June	22nd June

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
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* S.S. "MONTAGUE," "LENNOX" and "GLENFARG" at 12 Noon.

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STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 4th April, Noon.
RUBI	2540	R. W. Almond	Manila	On 11th April, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 24th March, 1908. 14

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY
FOR NEW YORK VIA PORTS AND
SUZ CANAL
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS
Hongkong, 19th March, 1908. 15

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	Cowley	On 14th May.
SHAWMUT	9,803	E. V. Roberts	On 30th May.
TREMONT	9,803	T. W. Garlick	On 19th June.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.
Hongkong, 19th March, 1908. 8

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAYRE, & COPENHAGEN	"TRANQUEBAR"	Beg. of April.

For Further Particulars, apply to
MELCHERS & CO.,
Hongkong, 6th March, 1908. 6

THOS. COOK & SON,

ESTABLISHED 1841.
TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.
BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.
FOREIGN MONIES EXCHANGED.
LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.
Full information on Application.
Head Office for the Far East:—
16, DES VOEUX ROAD,
HONGKONG.
Japan Office:—
14, WATER STREET
YOKOHAMA.

VESSELS ON THE BERTH

For SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship
"JAPAN,"
Captain J. G. Offient, will be despatched
for the above Ports TO-MORROW, the 25th
inst., at Noon.

This Steamer has superior accommodation
for passengers and is installed throughout with
Electric Light and carries a duly certified
Doctor.

For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
Agents.
Hongkong, 18th March, 1908. 567

COMPAGNIE DES MESSAGERIES
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, DJIBOUTI,
EGYPT, MARSEILLES
LONDON, HAYRE
BORDEAUX, MEDITEE
RANE, and BLAC
SEA PORT.

THE Steamship
"POLYNESIEN,"
Captain Broc, will be despatched
MARSEILLES, on TUESDAY, the 3
March, at 1 P.M.

The Steamer connects at Colombo with
Australian s.s. "Caledonia," bound for
Melbourne via HONOLULU and ADEL.
Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places
Europe.

Next sailings will be as follows:—
S.S. "TOURANE" 14th Ap.
S.S. "ARMAND BEHIC" 28th Ap.
S.S. "AUSTRALIEN" 12th M.
Agent.
Hongkong, 18th March, 1908. 2

"SHIRE" LINE OF STEAMERS
LIMITED.

FOR LONDON, ANTWERP AND
HAMBURG.

THE Steamship
"MONMOUTHSHIRE,"
will be despatched for the above Ports on
or about TUESDAY, the 31st March.
Doct and Stewards carried.
For Freight or Passage, apply to—
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 23rd March, 1908. 460

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMEN	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO and POM SAID	MANILA Capt. F. E. Andrews, R.N.R.	About 25th March	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NOBE Capt. G. Phillips	About 27th March	Freight and Passage.
SHANGHAI	DEVANHA Capt. T. H. Hild, R.N.R.	About 2nd April	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI Capt. J. D. Andrews, R.N.R.	Noon, 4th April	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT
Acting Superintendent.

Hongkong, 24th March, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STAMEN	TO SAIL
MANILA, FAKHOI and HAIPHONG "SINGAN"	"TEAN"	On 24th Mar., 4 P.M.
WEIHAWEI, CHEFOO & TIENTSIN "KUEICHOW"	"KUEICHOW"	On 25th Mar., 10 A.M.
SHANGHAI	"SZECHUEN"	On 26th Mar., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 27th Mar., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIBNS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 21st April, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 24th March, 1908.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. LANGBANK ... 25th March	FOR MANZILLA, PLYMOUTH, HAVRE & HAMBURG: S.S. HOHENSTAUEN 25th March
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 30th March	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. BELGRAVIA ... 9th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMBIA ... 6th April	FOR MANZILLA, BREMEN & HAMBURG: S.S. SAMBA ... 12th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA ... 13th April	
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. REGOVIA ... 14th April	

HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. LANGBANK ... 25th March	FOR MANZILLA, PLYMOUTH, HAVRE & HAMBURG: S.S. HOHENSTAUEN 25th March
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 30th March	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. BELGRAVIA ... 9th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMBIA ... 6th April	FOR MANZILLA, BREMEN & HAMBURG: S.S. SAMBA ... 12th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA ... 13th April	
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. REGOVIA ... 14th April	

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th March, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STAMEN	TO SAIL
SHANGHAI, NAGASAKI, KOBE, & YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Wed'day 25th March
MANILA, FRIEDRICHSHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	Thursday, 26th Mar., at 5 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG"	Friday, 27th Mar., at Noon
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 3rd April

NORDDEUTSCHER LLOYD,
MELOHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd March, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"SHOSHU MARU" Capt. M. Nemoto	WED'DAY, 25th Mar., at 10 A.M.
TAMBOY VIA SWATOW, and AMOY	"DAIJIN MARU" Capt. I. Sakurai	SUNDAY, 29th Mar., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th March, 1908.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STAMEN.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, TAMBA MARU	Capt. F. E. Coups, Tons 6309	WED'DAY, 1st April, at Daylight.
COLOMBO, and PORT SAID VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. C. H. Butler, Tons 6134 Capt. G. S. Lapraik, Tons 5823	WED'DAY, 15th April, at Daylight. TUESDAY, 31st March, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	Capt. T. L. Harrison, Tons 5539 Capt. N. Matheson, Tons 5076	FRIDAY, 17th April, at Noon. FRIDAY, 15th May, at Noon.
BOMBAY via SINGAPORE, COLOMBO	Capt. A. Mooker, Tons 4746	WED'DAY, 1st April, at Noon.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	Capt. R. Takada, Tons 4723	THURSDAY, 2nd April.
KOBE and YOKOHAMA	Capt. Wm. Wade, Tons 6761	SATURDAY, 4th April, at Daylight.
NAGASAKI, KOBE and YOKOHAMA	Capt. N. Matheson, Tons 5076	WED'DAY, 15th April, at Noon.

Calling at Yokohama.
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd March, 1908.

T. KUSUMOTO,
MANAGER.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

FOR	STAMEN	SAILING DATES 1908.
SHANGHAI VIA SWATOW, SWATOW, TIENTSIN, WEIHAWEI & CHEFOO	"WINGSANG"	Tuesday, 24th Mar., Noon.
TIENTSIN VIA SWATOW	"CHIPSING"	Tuesday, 24th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 24th Mar., 3 P.M.
SHANGHAI	"HANGSANG"	Thursday, 26th Mar., Noon.
MANILA	"LOONGSANG"	Friday, 27th Mar., 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 28th Mar., 4 P.M.
MANILA	"YUENSANG"	Friday, 3rd April, 4 P.M.

RETURN TOUR TO JAPAN AND BACK.

The steamers "KUTSANG," "NAMSANG" and "POOSANG" leave about every 3 weeks for Shanghai and Yokohama (via inland sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

These steamers are superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Cebu, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO. LTD.,
GENERAL MANAGERS.

Hongkong, 24th March, 1908.

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"ALDENHAM,"
Captain St. John George, will be despatched as above on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 4th March, 1908.

Hongkong, 4th March, 1908.

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Hongkong, 4th March, 1908.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU"

having arrived from the above Ports, Con-

signees of Cargo are hereby informed that their

Goods are being landed and placed at their

risk in the Hongkong and Kowloon Wharf and

Godown Company's Godown at Kowloon, where

each consignment will be sorted out mark by

mark and delivery can be obtained as soon as

the Goods are landed.

Optional Goods will be carried on unless

instructions are given to the contrary before

NOON, TODAY.

Goods not cleared by the 12th inst., will be

subject to rent.

No Fire Insurance will be effected.

Damaged packages must be left in the Go-

downs for examination by the Consig-

neers and the Co's representative at an

appointed hour. All Claims must be presented

within ten days of the steamer's arrival here,

after which date they cannot be recognized.

No claims will be admitted after the goods

have left the Godowns.

NIPPON YUSEN KAISHA,
Hongkong, 19th March, 1908.

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SHIPPING IN PORT.

STEAMERS.

AROLUS, American str., 336, Enrique Droese, 18th March—Manila 9th March via Curri- mo 15th, Sugar—Moxon & Co.	AMARA, British str., 1,544, C. J. Matlock, 17th March—Cheloo & Weibaiwei 12th March, Jardine, Matheson & Co.	BELLEROPHON, British str., 5,736, Bartlett, 18th March—Taoma 19th Feb. and Moji 14th March, General—Butterfield & Swire.	CHATHAM, British str., 2,316, A. J. Duff, 18th March—Saigon 15th March, General— Dodwell & Co.	CHITSHING, British str., 1,199, F. Mooney, 17th March—Tientsin and Weihaiwei 13th March, General—Jardine, Matheson & Co.	CHOWFA, German str., 1,055, G. Spiesen, 13th March—Bangkok 5th March, Rice— Butterfield & Swire.	DAGMAR, German str., 921, F. Nicolaisen, 16th March—Bangkok and Kuching 8th March, Rice—Butterfield & Swire.	DRUPAR, Norwegian str., 1,734, J. Bing, 17th March—Bangkok 7th March, Rice— Norddeutscher Lloyd.	EMPRESS OF INDIA, British str., 3,032, E. Bootham, 9th March—Vancouver 18th Feb. and Shanghai 7th March, Mails and General—Canadian Pacific Railway Co.</
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